

Proposed Alternative Service Framework for Board Action

Phase 1 - In January 2027:

- 63% train hours cut and 10 station closures (**20% of stations**)
- 30% fare increase
- Target \$30M of (half-year) reductions in fleet/non-fleet maintenance, police, and system support
- Balance remainder of FY27 with one-time resources and financial deferrals
- Assess: ridership/revenue impacts; performance of system support; impacts/risks of asset closures; and determine if Phase 2 can be safely implemented

Phase 2 - If feasible, in FY28 (July 2027 service change):

- Cumulative 70% train hours cut, 15 station closures (**30% of stations**), and segment closures (32 miles or **25% of system length**)
- Cumulative 50% fare increase
- Target over \$130M of cumulative budget reductions in fleet/non-fleet maintenance, cleaning, police, and system support
- Defer remaining capital allocations
- Based on observed conditions of closed system segments, study options and tradeoffs for stopping train service

Phase 3 - When required:

- If determined BART can't safely or legally operate with available resources, stop passenger service
- Use existing District tax revenues to secure system assets
- Work to determine system's future